Jedda as a deck passenger and travels on a camel in the Hejaz would be approximately Rs. 600 if he sails from Bombay, Rs. 595 if he sails from Karachi and Rs 655 if he sails from Calcutta. Substantial additions to these figures will also be necessary if the pilgrim chooses to adopt more comfortable means of locomotion and a higher standard of living. The minimum cost of pilgrimage from Bombay last year was estimated at Rs. 585. The estimate has undergone a slight increase this year owing to an appreciation in the price of gold in terms of sterling which produces a corresponding increase in the items of Sa'udi tariff, as the latter are fixed in terms of gold. As the estimated minimum cost would prove insufficient, should there be a further rise in the value of gold, it is suggested that no pilgrim, not even the hardiest and poorest, should start on the pilgrimage unless he has provided himself with at least Rs. 615. In the case of a pilgrim travelling second class on board the ship and in a motor bus in the Hejaz, the cost is estimated to be about Rs. 1,220 in the case of pilgrims sailing from Bombay, Rs 1,200 in the case of those sailing from Karachi and Rs. 1,295 in the case of those sailing from Calcutta. If the pilgrim travels first class on the ship and uses a touring motor car for journeys in the Hejaz, the expenditure would be approximately Rs. 1,795, Rs. 1,770 or Rs. 1,870 according as he sails from Bombay, Karachi or Calcutta.

(Sd.) RAM CHANDRA,
Joint Secretary to the Government of India.

PUBLIC WORKS DEPARTMENT

(KRISHNARAJASAGARA WORKS)

Notification No. 462-62—*K. S. S.*, 2739-40, *dated* 13*th December* 1934.

Under Section 48 (1) of Mysore Land Acquisition Regulation of 1894 as amended from time to time, the Government of His Highness the Maharaja are pleased to withdraw from acquisition an extent of 0-3 guntas of wet land in Survey No. 190 of Mirle Village, Krishnarajnagar Taluk, out of the extent of 10 guntas notified in Government Notification No. 31-34—K. S. S. 117-20, dated 7th July 1930 (*vide* page 651 of the *Mysore Gazette*, dated 24th July 1930), as the bit of land is not now required for the purpose.

By Order,
N. SARABHOJA,
Secretary to Government,
Public Works Department,
(Krishnarajasagara Works)
(In-charge).

RAILWAY SECRETARIAT

Notification No. R. S. 1310-11, *dated* 17*th December* 1934.

RAILWAYS.

Under Section 31 of the Mysore Railway Regulation IV of 1894, the Government of His Highness the Maharaja of Mysore, sanction the adoption on the Railways over which the Mysore Government, have jurisdiction of the following further amendments to the General Rules for working Open Lines of Railways, published with their Notification No. R. S. 2010, dated 25th January 1930, printed as an annexure to this order.

By Order,
V. GANESHA IYER,
Under Secretary for Railways,
(In charge) *Government of Mysore*

A. In Part I of the said rules—

(1) In rule 113, for clause (*c*), the following clause shall be substituted, namely :—

"(*c*) that the doors of all carriages and wagons are in proper working order and can be closed and fastened."

(2) For rule 141, the following rule shall be subtituted, namely :—

"141. No driver shall leave his working locomotive or his self-propelled vehicle when on duty, whether at a station or on a running line, except in case of absolute necessity and after a competent man has been placed in charge of the locomotive or vehicle. In the case of a self-propelled vehicle manned by a driver only, a driver may leave it when necessary, provided he has put the vehicle in low gear with the ignition switch in the 'off' position and has screwed down and locked the hand brake."

(3) To sub-rule (*a*) of rule 200, the following proviso shall be added, namely :—

"Provided that the interval between such inspections may, under approved special instructions, be increased to once in two days in the case of lines with light and infrequent traffic."

(4) In rule 321, for sub-rule (*a*), the following sub-rule shall be substituted, namely :—

"(*a*) If a train becomes disabled and requires assistance or if an accident occurs which renders it impossible for the engine (*or if two or more engines are either coupled together or are on the same train, for one or more of such engines*) to proceed, the Guard in charge of the train shall instruct the Driver to keep the engine stationary until his return, and shall then proceed to the station from which assistance can best be obtained and inform the Station Master thereof of the circumstances."

B. In Part II of the said rules, in rule 6 before the entry "Chicken Pox," the following entry shall be inserted, namely :—

"Cerebrospinal meningitis."